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The background of the image is a traditional marbled paper pattern, often called a 'stone' or 'shell' pattern. It consists of dense, wavy, horizontal bands of color. The primary colors are deep red, dark blue, and white, with smaller amounts of green and orange. The pattern creates a sense of movement and depth. A white rectangular label is pasted onto the upper right portion of the marbled paper. The label has a thin, dark brown border and contains two lines of text in a serif font.

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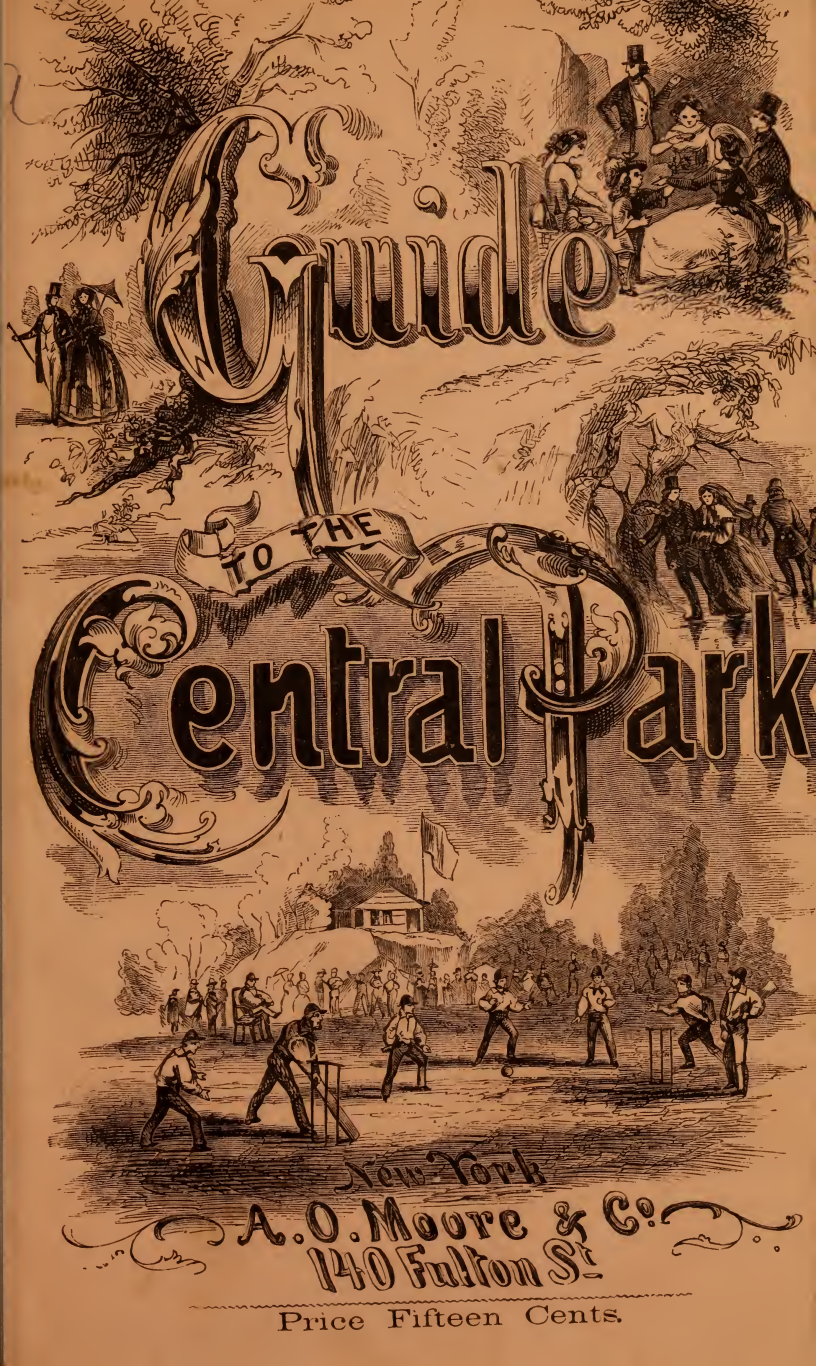
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Guide

TO THE

Central Park

New York

A. O. Moore & Co.  
140 Fulton St

Price Fifteen Cents.



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A GUIDE  
TO THE  
CENTRAL PARK.

WITH A  
*Map of the Proposed Improvements.*

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NEW YORK:  
A. O. MOORE, AND COMPANY,  
140 FULTON STREET.  
1859.

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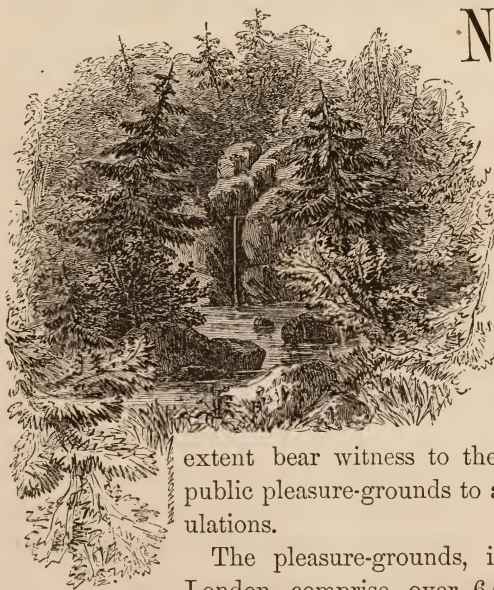
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# Guide to the Central Park.

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NEARLY all of the more important towns of Europe have places set apart for the amusement and healthful exercise of their people. Their number and

extent bear witness to the necessity of public pleasure-grounds to all dense populations.

The pleasure-grounds, in and about London, comprise over 6,000 acres, including St. James' Park, Green Park, Hyde Park and Kensington Gardens, lying contiguous, and containing together  $764\frac{5}{10}\frac{1}{10}$  acres. In the last two of these is the *Serpentine*, 50 acres of water, in which 12,000 persons sometimes bathe on Sunday mornings.

Among the other great parks of Europe may be men-

tioned the Phoenix Park, in Dublin, containing 2,000 acres; Birkenhead Park, near Liverpool, of about 500 acres; the Gardens at Versailles, about 3,000 acres in extent, and the Bois de Boulogne, containing 2,158 acres, near Paris. The Thiergarten in Berlin contains over 200 acres; the Prater in Vienna about 1,500 acres; the English Garden in Munich about 500 acres. Madrid, Havana, and Mexico, have each their large public promenades.

#### MOVEMENT FOR A PARK IN NEW YORK.

New York, in its haste to "build up" Manhattan Island, had well nigh forgotten this necessity, until, in 1851, public attention was attracted to it by the influence of Mr. A. J. Downing, and the well-timed recommendation of Mayor Kingsland. The reference of this recommendation to a committee of Aldermen, their favorable report thereon, the concurrence of the other branch of the Common Council, the application to the Legislature, and its passage of the "Jones' Wood Park Bill,"\*—all within less than one hundred days—afford evidence of the earnestness with which the subject was prosecuted.

The superior advantages of a more central situation for a park being obvious, authority was given by the Legisla-

\* This act authorized the purchase by the city for a public park, of the tract bounded by the Third avenue, Seventy-fifth street, the East river and Sixty-sixth street, embracing about 150 acres of beautiful woodland, but lying remote from the centre of the island, not easily accessible to a majority of the people, and possessing inherent disadvantages—such as the tall and slender growth of its trees, which, though beautiful in a mass, would neither look well nor be strong enough to withstand severe storms if thinned out or "cleared," as they would need to be in a park. This law, however, in consequence of technical errors, was never carried into effect.



ture\* for the taking of the lands of the Central Park; and in February, 1856, it came into the possession of the city.†

#### DESCRIPTION OF THE GROUND.

The tract taken comprises  $773\frac{7}{10}\frac{1}{10}$  acres, including about 142 acres belonging to the Croton Aqueduct Department, and it contains, besides streets and avenues, about 8,000 lots (25 x 100). Its cost was \$5,444,369 90, of which sum \$1,657,590 was assessed on adjoining property, leaving \$3,786,779 to be paid by the city, the money being borrowed on five per cent. stock, payable in 1898. This is believed to have been the largest sum ever expended in the purchase of land for a public park. The park, as its name implies, lies in the geographical centre of New York Island, being about five miles from the Battery and from King's Bridge, and about three-quarters of a mile from the East river and from the North river. It is about two and a half miles long, and half a mile wide, being long and narrow in form, as compared with other parks of equal size, and affording, consequently, less opportunity for producing breadth of effect in its treatment. This difficulty is increased by the broken and complicated character of its surface, which caused the site at first to appear exceedingly unpromising, being little more than a succession of

\* July 21st, 1853.—The friends of Jones' Wood Bill, on the same day, secured *its* passage, and the city had authority for the purchase of two parks, until the following spring, when the Jones' Wood Act was repealed.

† On the 17th of November, 1853, the Supreme Court appointed William Kent, Michael Ulshoeffer, Luther Bradish, Warren Brady, and Jeremiah Towle, Commissioners of Estimate and Assessment, with reference to the lands to be taken. Their award was made July 2d, 1855, and confirmed by the court on the 5th of February, 1856.

rocky hills and marshy plains, much of it covered with a tangled growth of vines and bushes, loose stones of all sizes, broken-down stone walls, and rubbish of all sorts; while much of the cleared space had been occupied by squatters, until it reeked with accumulated filth and nastiness.

The capabilities of the ground, as thus disguised, were not clearly apparent, but every month's work developes them more and more fully. It is true that rock abounds in nearly every part of the park, and that its trees are few and far between, but in both of these apparent disadvantages there is a decided benefit. More labor will be required for its construction, and more time for the development of its beauties, than would have been necessary on more even woodland, but the superabundant rock is not too much for the best construction of the roads and walks, and the lines of roadway can be so laid as to give the best ultimate effect without the deviations which the preservation of numerous fine trees would have rendered necessary. The New York of the next century will have occasion to rejoice over that which now seems an objection to the site of the Central Park.

The surface of the park is broken by upheavals of primary rock (Gneiss), and its soil is composed chiefly of diluvial deposits, in which are many boulders (mainly trap-rock), and of the debris of the Gneiss rock. Its lowest point, about One Hundred and Sixth street and Fifth avenue, is only nine feet above tide, and its highest, at Seventy-ninth street, near Seventh avenue, is 135 feet above tide.

The park site was watered by numerous springs within its limits, and by a few small streams which take their rise

west of the park, and traverse it in their course to the East river. Much of this water formerly remained stagnant on the surface of the soil, and rendered the neighborhood of the park insalubrious.

The extreme northern portion of the park is at once the most bold and romantic, and is, from its historical associations, the most interesting. The deep valley by which it is divided is "McGowan's Pass," of Revolutionary memory; the road which now passes in front of the Catholic school is "the old Boston road," the oldest road leading from the city, on the east side of the island; and, mainly outside of the park, are still to be seen the remains of the north line of fortifications of the war of 1812.

The powder-house, at One Hundred and Ninth street, near Seventh avenue, is rebuilt from the ruin of an old redoubt. The land, just beyond the park line (between One Hundred and Sixth, and One Hundred and Tenth streets), is rich in historical reminiscences, and should for this reason, if for no other, be added to the park. A moment's observation will show that One Hundred and Tenth street is the natural termination of the park, as the large hill west of McGowan's pass here descends to the level of the Harlem plain, while at One Hundred and Sixth street it is 122 feet above it. If the present boundary be maintained, this hill will terminate in a precipice of 30 feet between Seventh and Eighth avenues, while McGowan's pass will be shut in by a street-embankment, 40 feet high. The proposed extension to One Hundred and Tenth street, which is on the level of Harlem Plain, will add to the area of the park  $69\frac{3}{10}\frac{4}{10}$  acres, most of which would not be worth the cost of grad-

ing for building purposes, and which is absolutely necessary to the park. There is every probability that the addition of this tract will be authorized by the Legislature at its present session.\* The total area of the park will then be  $843\frac{14}{100}$  acres.

#### EARLY OPERATIONS.

Under the direction of commissioners appointed by the city government,† preliminary surveys of the park were made, under the superintendence of Mr. Viele, formerly an officer in the army; and the commissioners adopted, for the laying out of the park, a plan presented by this gentleman; but, there being no appropriations for the purpose, its execution was not undertaken.

On the 17th of April, 1857, the Legislature passed "an Act for the Regulation and Government of the Central Park in the City of New York," which placed the entire control of the park and its improvement in the hands of a Board of Commissioners, eleven in number,‡ who were to hold office for five years, and to whom was given power to expend a sum of money, the annual interest of which should not exceed \$100,000;—this, at six per cent., would be \$1,666,666,66;—the amount to be raised

\* Since the above was put in type, the Legislature has authorized the proposed extension.

† This commission consisted of Hon. Fernando Wood, Mayor, and Mr. Joseph Taylor, Street Commissioner; and they were to have been assisted in their labors by the following gentlemen, whom they invited to act as an advisory committee: Washington Irving, George Bancroft, James E. Cooley, C. F. Briggs, James Phelan, Charles A. Dana, and Stewart Brown.

‡ The Commissioners named in the law were R. J. Dillon, James E. Cooley, Charles H. Russell, John F. Butterworth, John A. C. Gray, Waldo Hutchins, Thomas C. Fields, Andrew H. Green, Charles W. Elliott, William K. Strong, and James Hogg.



by the issue, by the Common Council, of stock having thirty years to run.\*

#### THE PRESENT IMPROVEMENT.

By order of the Board of Commissioners, the work of removing obstructions and surface water from the park was commenced in August, 1857, and on the 25th of the same month they passed a resolution, offering, for general competition, premiums for the best four designs for its improvement. On the first day of April, 1858, there were presented about thirty designs, which were in conformity with the specifications; and on the 28th day of April the commissioners made their awards.†

The design of Messrs. Olmsted and Vaux was adopted as the basis of operations, and authority was given to make such modifications as the progress of the work might suggest. The introduction of a bridle-road is the only important change which has been made, and the plan appended to this report is essentially the same as that to which the award was given.

The execution of the plan may be said to have fairly begun about June 1st, 1858; since which time there have been almost constantly employed, during favorable weather, about 2,500 men and 400 horses, besides a large force of engineers, foremen, &c. The total number of persons employed in all capacities has been about 3,000

\* Thus far there have been made four issues of stock, amounting to \$900,000.

† 1st Premium, (\$2,000,) to the design presented by Fred. Law Olmsted and Calvert Vaux.

2d Premium, (\$1,000,) to the design presented by Samuel I. Gustin.

3d Premium, (\$750,) to the design presented by Michael Miller and L. H. McIntosh.

4th Premium, (\$500,) to the design presented by Howard Daniels.

The total amount of money expended by the present commission up to January 1st, 1859, is \$585,369,27. At the rate at which the work has progressed during the past year, the park would probably be completed—except in the items of final ornamentation—as soon as the autumn of 1860. The roads and walks of that portion of the park lying between Fifty-ninth and Eighty-sixth streets will probably be completed and thrown open to the public during the current year.

#### DESCRIPTION OF THE DESIGN.

In making the design for the improvement of the park, its authors seem to have had in view the following objects :

To so provide for the recreative wants of the whole people, that each class might, as far as possible, suit its own particular taste in the matter, without interference from those of different tastes ;—

To afford, in the arrangement of the park, the most pleasing possible contrast with the confinement and angularity of the city ;—and

To provide for the transaction of business between the inhabitants of the opposite sides of the city (separated by the park), in such a manner as not to inconvenience those using the park for pleasure and recreation.

In the attainment of these objects, their design is peculiarly fortunate. The park will be used by persons in carriages, on horseback, and on foot. Comfort and personal safety demand that those adopting each means of locomotion, shall be enabled to proceed without coming in immediate contact with the others ; while the gratification of a natural pride, as well as of ordinary curiosity, suggests that they should frequently be brought suf-

ficiently near to each other for mutual observation and criticism, and occasionally for conversation.

By reference to the plan it will be seen that the Drive (D), the Bridle-road (B), and the Walks (W), are separate and distinct from each other (crossing, where it is necessary to cross, by means of bridges on different levels), while they frequently run so near together as to bring their occupants within close observation of each other. All of these routes, laid out on easy grades, are beautifully located with reference to the surrounding landscape, and are carefully adapted to their respective purposes.

By an examination of the plan in connection with the site of the park, it will be seen that not only are its graceful lines in contrast with the formal arrangement of the city streets, but that they are so located as to afford, as much as possible, rich and varied views within the park, while they are secluded by variations of the surface, or by plantations, from everything beyond it. The park is intended to contain, within itself, every attainable element of rural or ruero-artistical beauty,—broad lawns, and ornamental water; plain, and hillside; trees, and shrubbery; terraces, and fountains; and, in short, every thing that a liberal expenditure can compass, to place the attractions of the most luxurious country-seat within the reach of all classes of our population.

The provision for business travel through the park (from one side of the city to the other) is by means of thoroughfares passing under the pleasure roads, and, in one instance, tunnelled for a short distance through a rocky hill. The visitor to the park will observe that these roads (marked T. R. on the plan), while they are nearly straight, affording direct communication between

the Fifth and Eighth avenues, are neither 'ditches,' nor 'canals,' as they have occasionally been termed by those with whom they have not found favor. In no case are they below the grade of the park throughout their entire length. Much of the park lies below their level, and there will be no obstacle to their perfect drainage. They are so arranged as not to obstruct the views across the park, and not to cause its visitors the annoyance of encountering business traffic in their pleasure walks or rides. The park, at night, will necessarily be closed; but these thoroughfares, having no direct communication with it, can remain constantly open.

#### DETAILS OF THE PLAN.—THE MALL.

The chief feature of the park,—its Hall of reunion, so to speak,—is a Mall, or broad walk (marked M. in the plan), two hundred and eight feet wide, and one-fourth of a mile in length; to be planted with four rows of American elms, and to be covered with closely kept grass, except for a width of thirty feet between the two inner rows of trees, where there is to be formed a gravel walk, intended for more direct promenading, though visitors will be allowed to stroll on the grass at their pleasure. With the requisite facilities for lounging, this will be one of the most popular features of the park. It will be approached, at its southern extremity, through an ornamented space, or vestibule; and it is to terminate, at its northern end, in a *water terrace* (T), which, with its fountain, will be ornamented with sculpture and mosaic pavement. This terrace adjoins the principal lake, and is but little above it. The view through the central aisle of the mall will terminate at the point (K) now oc-



cupied by the bell-tower, where there will be erected a small tower of rude masonry.

#### THE DRIVES.

The main entrance to the park, at Fifth avenue and Fifty-ninth street, is set back a sufficient distance from the corner to allow it to be seen to advantage, and to form an ante-park large enough for the accommodation of standing vehicles.

There will also be entrances to the carriage road at Seventh avenue and Fifty-ninth street, and at Eighth avenue near Sixty-second street; the main entrance being that at Fifth avenue and Fifty-ninth street, from which point the road leads, by a nearly direct course, to the mall. Here it divides, and, branching off to the right and to the left, continues on toward the northern end of the park—as will be seen by reference to the plan (D). It is intersected, in both of its branches, by a carriage road, which connects the Fifth and the Eighth avenues at Seventy-second street, passing across the terrace end of the mall. This intersecting road completes a circuit about the mall, more than three-fourths of a mile in length. The carriage road from Seventh avenue and Eighth avenue, near Sixty-second street, skirts or passes in rear of the playground (P. G.) and the parade. The drive will, at certain points, afford views of the water in the Croton reservoirs; and through the upper park (north of the reservoirs) it follows easy and graceful curves, developing, exceedingly well, the fine views of this portion of the park. It is to communicate with the Sixth and Seventh avenues. It also connects with the Fifth avenue, and with the Eighth avenue, near One Hundred and Second street. The drive is to

be mainly forty-five feet wide, and covered with gravel or broken stone.

#### THE BRIDLE-ROAD.

The bridle-road (marked B. in the plan) commences at Fifth avenue and Fifty-ninth street, and continues near the Fifth avenue line to Sixty-third street, where it passes under an archway of the drive; thence westward, passing under the branch drive from Seventh avenue, skirting the playground, passing again under the carriage road near the line of Sixty-fourth street, and thence proceeding northward between the drive and the Eighth avenue, until, at about One Hundredth street, it again passes under it, and follows McGowan's pass to the north end of the park, debouching at the Seventh avenue. Accessory to the bridle-road, it is proposed to lay out an equestrian road forty feet wide, about two miles long, and nearly level, around the outside of the embankment of the new reservoir, and a little below the walk which will be formed on its top. This would have been ere now commenced, had not the Croton Board refused the necessary authority. The grounds for this refusal are not made public. On account of the uncertainty in this matter, the plan for this portion of the park is not fully determined on. The bridle-road, in no instance, crosses the drive, nor is it crossed by a foot-path, on the same level; and it is to be preserved for the exclusive use of persons on horseback. Equestrians may, however, enter the carriage road at pleasure.

#### THE WALKS.

The walks (marked W. in the plan) are so varied in extent and direction, that it would be impossible to minutely describe them in this work. By reference to the

plan it will be seen that they are to conduct the pedestrian to every point of interest in the whole park, and that they will afford the largest opportunity for examining its features, and of observing its visitors. The walks vary in width, from eight feet to thirty feet. They will all be thoroughly drained, and well gravelled. In nearly every case they cross the roads under arches or over bridges, and their occupants will thus be protected against accident from collision with carriages and horses

#### TRANSVERSE ROADS.

There are to be four transverse roads (T. R.), for the accommodation of business travel across the park. These are to run nearly straight, from side to side, commencing on the Fifth avenue side at Sixty-fifth, Seventy-ninth, Eighty-sixth and (about) Ninety-seventh streets. The first two of these are now under construction, and will probably be completed by the spring of 1860.

The total length of the roads and walks will be about as follows :

Carriage roads, - - - - -	8½ miles.
Bridle roads, - - - - -	5 "
Walks, somewhat over - - - - -	20 "
Transverse Roads - - - - -	4 "

#### THE LAKES.

It is in contemplation to make three lakes or ponds on the park. These are represented in the plan as complete, though they may be somewhat altered in execution. One of these is near the entrance at Fifth avenue and Fifty-ninth street, and will be, from its bold shores, particularly pleasing. The second, at about Seventy-fourth street—extending nearly across the park, and comprising, with its adjuncts, about 20 acres of water—

will be finished, nearly as represented. It is this pond which has been used for skating during the past winter. Its shore-line is worthy of especial attention, as affording a great variety of pleasant views. The third pond, in McGowan's pass, near the north end of the park, is subject to modification.

#### OPEN SPACES AND PLANTING.

Of open spaces, there are four, of considerable extent. Three of these (marked P. G.), of which one is opposite the Seventh avenue entrance, and the others north of the reservoirs, are to be used as play-grounds; that opposite Seventh avenue is 14 acres in extent, and is proposed to be used, chiefly, for match-games, between ball and cricket clubs. It is now graded. The fourth space, lying west of the mall, is to be used for large military parades, and will, when not so occupied, answer the purposes of a fine lawn.

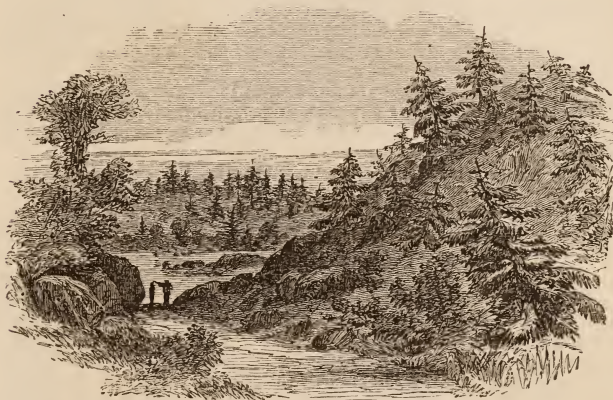
The north-eastern corner of the park, between the drive and the Fifth avenue, is proposed to be laid out as an arboretum (A.) of American trees. Near the Fifth avenue, at Seventy-fourth street, there is to be a flower-garden in the symmetrical style, with a wall fountain. It is contemplated, though not decided, to erect a Music Hall on the hill, east of the mall, at about Seventieth street.

The old State Arsenal, at Fifth avenue and Sixty-fourth street, is to be remodelled and devoted to some appropriate use—as for a gymnasium, or museum.

The planting of the park is not fully decided upon in its details, nor would it be possible, within the limits of this sketch, to discuss even its general features. The



location of the groups will be nearly the same as is laid down in the plan.



With reference to the time at which the various parts of the park will be completed, nothing definite can be said, in view of the vicissitudes of governmental action. Every portion of the work is being diligently advanced, and it is hoped, that within two years, the engineers and workmen can take their departure, and leave the final completion to nature.

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### Ordinances, Regulations, etc. Officers and Keepers.

The following ordinances, regulations, etc., contain directions to visitors and to those employed on the work :

*By Ordinance of the Commissioners*, all persons are forbidden to enter or leave the park, except by the gate-ways;\* to climb or walk upon the wall; to turn cattle, horses, goats or swine into the park; to carry fire-arms, or to throw stones or other missiles within it; to cut, break, or in any

\* The stiles or steps over the walls are included in the term "gateways" in the above ordinances.

way injure or deface the trees, shrubs, plants, turf, or any of the buildings, fences, bridges, or other constructions upon the park; or to converse with, or in any way hinder those engaged in its construction.

"All persons offending against these ordinances, shall be deemed guilty of misdemeanor, and be punished, on conviction before the Mayor, Recorder, or any Magistrate of the City of New York, by a fine not exceeding Fifty Dollars; and in default of payment, by imprisonment not exceeding thirty days."—*Act of Legislature.*

The Board of Commissioners of the Central Park will not be responsible for any damage suffered by any one, in person or property, within the park, by reason of blasting, or other operations or means of construction, of the park.

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#### SPECIAL RULES FOR BLASTING.

"At least FOUR FLAGS must be displayed before any blast is fired; the flag-men to be so stationed, that each can see the one next him, on each side, and all the ground between them and between himself and the pit. The Foreman must see that the flag-men are placed in this manner, using his judgment as to the distance at which they need to be stationed from the pit, which, however, should in no case be less than five hundred feet. After seeing that each is at his proper station, the Foreman will stand near the pit and observe for himself if the ground is clear in every direction, and then inquire of the flag-men—"all clear?" The flag-men must answer, each—"all clear, sir!" and the Foreman, having heard this answer distinctly from each, will give the order to fire.

"After the blast the Foreman will return to the pit and see that all is safe; and if so, will give the word—"all over!" which will be repeated by each of the flag-men, who will then, and not till then, douse their flags and leave their stations.

"Foremen are required, as their most imperative duty, to report every case which may come to their knowledge, in which these rules, or their own orders in regard to blasting, are disregarded, or of any neglect of proper care by their assistants, flag-men, blasters, or others; and especially to secure the names of any men employed on the park who may refuse to regard the warnings of the flag-men. The police will spare no pains to take such into custody, and no man thus convicted of fool-hardiness will be allowed to remain on the park. All persons at any time on the park, including strangers, are requested to report verbally or by writing, to the office, or to any police officer, any disregard of the above rules, or any want of proper precaution in blasting, which they may chance to observe on the park.

FRED. LAW OLMSTED, *Architect-in-Chief.*"

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#### CAUTION.

"Visitors and Workmen, take Notice!—Except as shall be required by those employed upon the work, in the execution of their orders, it is positively forbidden to any one, for any motive, to pick any fruit, flowers, leaves, nuts or berries, or to remove any sticks, roots, stones, stakes, or broken stakes or boards, shavings, or any rubbish or supposed trifles of any kind whatever; to throw stones, or to cut, mark, or in any way deface.

mutilate or soil any construction, tree, bush, rock or stone, upon the Central Park.

"Many persons have been heavily fined and imprisoned for disregarding the above prohibitions.

"Police officers and police foremen are instructed to use the utmost vigilance for the detection and apprehension of offenders, without regard to age, sex or condition.

"If the Park is ever to meet the requirements of the public, it must from the outset be preserved from the careless and the ignorant, as well as the mischievous and malicious; and all good citizens are requested to give their countenance, influence and assistance to a rigid enforcement of the ordinances of the Commission for this purpose.

FRED. LAW OLMTED, *Architect-in-Chief.*"

"The Police officers of the park report in writing, four times a day, any violation of the ordinances or of the rules, and any want of punctuality or dereliction from duty on the part of any one whomsoever, which they may observe within the park.

"No one employed on the park will at any time address a police officer on duty, except for the purpose of giving him information, or otherwise assisting him in his duty. Every one is required to give assistance, bravely and zealously, when called upon to do so by a police officer. Any threat, sneer or other form of disrespect or discouragement in his duty addressed to a police officer, will be followed by the immediate dismissal, and if of aggravated character, by the arrest and legal prosecution, of the offender. Foremen will always suspend any one or all of their men when required to do so by a police officer, stating the circumstances in their next daily report.

"All foremen holding police warrants will, whenever on the park, consider themselves on police duty, as auxiliary and subordinate to the regular police of the park.

FRED. LAW OLMTED, *Architect-in-Chief.*"

#### TO THE FOREMEN OF THE PARK.

"Rumors have frequently been circulated of foremen on the park imposing upon the ignorance of their men to collect money, or obtain services for other purposes than the park work. To leave no ground hereafter for such reports, and to make sure, as far as possible, that each man understands his rights and the limits of his obligations to the park; it is ordered that foremen read the accompanying notice to their gangs, or get their general foremen, or some other officer, to do so, at least as often as once a month.

FRED. LAW OLMTED, *Architect-in-Chief.*

#### CENTRAL PARK.—NOTICE TO MEN EMPLOYED.

"Every man should distinctly understand that he is employed solely to work on the park for his regular wages, and for no other consideration whatever. Nothing but his labor, compliance with the rules of the park, and a civil behavior to all engaged on it, can be required of him.

"No one has a right to receive a payment, in any form, for having procured any man's employment, or for retaining any man on the work. If

any such payments are made, or any presents or treats are offered, which can be considered as payments or bribes for such favors or services, they will be deemed proper ground for the discharge of the person offering them.

“It is entirely contrary to the intention of employing men on the park, that any influence of any sort should be brought to bear upon their political opinions or actions. Officers and foremen on the park will, therefore, abstain from talking with the men upon political topics, and are distinctly forbidden to solicit their votes for any person or measure, on any pretence whatever. Men are requested to inform the Architect-in-Chief if they are ever told that it is their duty to vote one way or another because they are employed on the park, or that it is necessary for them to vote one way or another in order to be kept at work on the park.

FRED. LAW OLMSTED, *Architect-in-Chief.*”

The park-keepers, thirty-six in number, are especially instructed to answer the inquiries of visitors, and to afford them every practicable assistance; but they are not allowed to converse with them, except for this purpose.

In addition to the keepers, who are special policemen, about fifty officers, engineers, and foremen of the park, also hold warrants as special policemen, and are at all times on duty as an auxiliary force.

The following are the principal officers on the park:

FRED. LAW OLMSTED,

Architect-in-Chief.

CALVERT VAUX, Consulting Architect.

J. WREY MOULD, Assistant.

ALFRED J. BLOOR, Assistant.

EDW. C. MILLER, “

FRITZ MEYER, “

JOS. B. CURTIS, “

WM. H. GRANT, Superintending Engineer.

M. A. KELLOGG, Assistant to Do.

PETER HOGAN, Ass. Eng.

J. H. PIEPER, Principal Ass. Eng.

J. S. LAWRENCE, “ “

MATTHEW BETTS, “ “

J. A. ROBERTSON, “ “

JOHN BOGART, “ “

G. P. McLACHLAN, Draughtsman.

A. G. CHILDS, “ “

CHAS. SPANGENBERG, “

F. T. HAWKS, “ “

WM. B. SWAN, “

GEO. E. WARING, Jr., Agricultural Engineer.

HENRY BIERINGER, Assistant.

JOHN L. MAPES, Assistant.

The head-quarters of the Officers and of the Keepers

are on the Fifth avenue, opposite Seventy-ninth street, where strangers may always apply for information concerning the park.

#### HOW TO SEE THE PARK—CITY CARS.

The park may be reached by the Third, Sixth, and Eighth avenue railroads. The Third avenue cars run from the Astor House, *via* the Bowery and Third avenue, to Ninety-second street. It is intended to continue this line to Harlem—One Hundred and Thirtieth street—by the middle of July; at present the continuation from Ninety-second street to Harlem is by stages. This line runs parallel to the park, two blocks distant, for its entire length, and affords the best accommodations for visiting those parts which are now most interesting. Passengers may leave the cars at the depot (Sixty-fifth street), and walk across Hamilton square and a partially open street, to the Fifth avenue, entering the park at the Arsenal gate or at Sixty-seventh street, the route across being tolerable in dry weather; at Seventy-first street, which is open to a very favorable point of entrance; at Seventy-ninth street, on the upper side of which there is a good sidewalk, to the Superintendents' offices; at Eighty-sixth street, which is flagged to the park, crossing it between the reservoirs; or at One Hundred and Ninth street, which is open to the park near its northern boundary. These cars run every two and a half minutes, each alternate car (marked, over the front, "Yorkville direct,") running through to Ninety-second street, and the others only to Sixty-fifth street. The stages leave for Harlem every eight minutes. The fare to Sixty-fifth street is five cents to any point between there and Ninety-second



street, six cents; and to any point above Ninety-second street, ten cents. The time from the Astor House to Sixty-fifth street is forty-eight minutes; to Seventy-ninth street, fifty-four minutes; and to Ninety-second street, sixty minutes. From Canal street it is eleven minutes less than from the Astor House, and from Fourteenth street, twenty-five minutes less.

The Sixth avenue cars run from the Astor House, and from Broadway and Canal street, *via* Varick street, etc., and the Sixth avenue, to Fifty-ninth street, the lower boundary of the park. After leaving the cars, turn to the left, and enter at the first or second stile. The first leads to a high mass of rock, whence may be had a good view of that part of the park; and the second, by the easiest route to the drive.

The Eighth avenue cars start from the same points as the Sixth, and pass, *via* Hudson street, etc., to the Eighth avenue, on which they run to Forty-ninth street, whence passengers may walk, a half mile, to the park, or until they meet, at Fifty-first street, (which they may, or may not,) a small car, that runs to and from Fifty-ninth street. From the terminus of this line, one may turn to the right, and enter at the Seventh avenue gate, or continue up the Eighth avenue to the Sixty-second street gate. The fare on both of these roads is five cents, for any distance, and the cars run at frequent intervals.

#### CARRIAGES

Can approach the park by Broadway and Seventh avenue. The Sixth avenue is passable, but not particularly pleasant above Forty-ninth street. The Fifth avenue is now being graded above Fifty-ninth street. If

not found to be open, carriages can cross to the Sixth avenue in front of St. Luke's Hospital (Fifty-fourth street), or on Fifty-seventh street. There is an entrance to the park on the Fifth avenue, about fifty feet north of Fifty-ninth street, which will not be obstructed by the grading of the avenue; and another on Fifty-ninth street near the Fifth avenue. The driving is good on the Third avenue, and carriages can cross from it to the park on Seventy-first, Seventy-ninth, and Eighty-sixth streets, without difficulty. From the Bloomingdale road (Broadway) carriages can cross to the park on Sixty-third, Seventy-first, Eighty-sixth, Ninety-third, and One Hundred and Tenth streets—indicated on the map by arrows. The Eighth avenue is passable for carriages as far as Sixty-seventh street (where there is a gate), and above Eighty-sixth street, but not between these streets.

The condition of the park will not be inviting for carriage travel during the coming season; and on account of the changes which it undergoes from week to week, no directions as to routes can be here given; but careful drivers can always get about without danger, by frequently inquiring their way. There are roads across the park at Seventy-second street and Ninety-third street—the latter is very soft in wet weather.

#### ON HORSEBACK.

Equestrians may go to the park by any of the routes pointed out for carriages, the Fifth avenue being the best in dry weather, from not being paved above Forty-eighth street; and the Seventh avenue in wet weather, from being paved to the park. Horses can usually get by the difficulties at Fifth avenue and Fifty-ninth street; or, if they cannot, they can cross at Fifty-seventh street to the

Sixth avenue, and thence go to the Seventh avenue gate. When once in the park, equestrians can go where they please, avoiding only gravel walks, new filling, marshy ground, and newly-covered drains (shown by long narrow mounds, six inches to one foot high), which are particularly dangerous. Persons taking Fifth avenue stages can conveniently supply themselves with horses, as Disbrow's Riding School is near the end of the route—Fifth avenue and Thirty-ninth street.

#### OBJECTS OF INTEREST.

In future editions of this work it is intended to specify all objects of interest in and about the park, as fast as the work is completed. At present there is little that is worthy of the especial notice of the mere pleasure-seeker, except "the Ramble," and McGowan's Hill, Eighth avenue and One Hundred and Sixth street; although those interested in rural construction will much enjoy an occasional tramp over the park, comparing it with the map, and watching the progress of the work.

#### THE RAMBLE.

Between the old Reservoir and the large lake, there is a hilly tract of about forty acres, most of which is completed, with gravel walks, shrubbery, etc. This portion of the grounds is now ready for public use, and its tasteful ornamentation augurs well for the beauty of the whole park. The views by which these pages are embellished, were suggested by proposed effects in the Ramble. For a pleasant stroll in real country, a picnic on moss-covered rocks, or a convenient view of the work, the Ramble will be a great boon to the New Yorkers. At the west side of this tract there is a considerable natural cave or fissure.

in the rocks, which is commended to the especial attention of children. The best approach to the Ramble is by the Third avenue cars to Seventy-first street, thence across to the park, following the McAdam road toward the Bell Tower (see K on the map) as far as the dam at the foot of the lake, and thence up the broad walk to the left. It may also be conveniently reached by the Seventy-ninth street entrance, crossing the cedar knoll back of the offices.

#### MCGOWAN'S HILL,

Including the most interesting part of the newly authorized addition to the park, is one of the most picturesque spots on the island. Not only is it fine in itself, but it commands a very extensive view, including Staten Island, the Palisades, Westchester County, Long Island Sound, and the hills of Long Island. It is the immediate locality of an old line of fortifications. It may be approached by the Third avenue and One Hundred and Ninth street, the best ascent to the hill being around on the Eighth avenue side, near One Hundred and Eighth street. It is the best convenient resort for parties desiring a "day in the country."

#### TREE PLANTING.

The Mall, which, by the way, comprises five acres of made soil three and a-half feet deep, is now being supplied with American elms of twenty years' growth. These trees are brought on trucks from an average distance of thirty miles; and the manner of planting them is, at least, interesting to horticulturists.

#### DRAINING.

Those who are interested in such matters will find, on the park, an example of the most approved system of

tile drainage, which they can at any time examine, in connection with the plans, by applying to the Agricultural Engineer, or his assistants, at the Superintendents' offices, Fifth avenue and Seventy-ninth street.

#### ROCK BLASTING.

The hours for blasting are 8 20 & 11 40 A.M. & 3 20 P. M. This extensive cannonading, in which about forty kegs of powder are used every day, can be safely viewed from elevated points near the entrances, or in the Ramble, and from McGowan's Hill.

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Those who desire to spend a day in examining the work on the park, are recommended to go first to the Superintendents' offices (in case they desire information), thence to the Bell Tower, thence toward the Arsenal, from there across to the middle, or west side of the park, and to follow the Drive to McGowan's Hill, and down on the Fifth avenue side. They can get items of information from the engineers and policemen on the ground. A satisfactory examination may be made in a few hours on horseback.





# SUPPLEMENT.

*August 25th, 1859.*

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## PROMENADE CONCERTS.

A fund for the purpose having been supplied, by subscription, by citizens, Dodworth's Band gives a Concert in the Ramble every Saturday, when the weather is favorable, commencing at 4 1-2 o'clock, P. M., and continuing until dusk. Printed programmes are for sale on the ground, at the time of the Concert—from that of the fifth Concert we extract the following:—

NOTE.—The seats provided are not intended to be occupied by the same persons (unless invalids) during all the Concert. There will be an interval of fifteen minutes between the parts, to allow promenaders to extend their walks to the lower parts of the Ramble. The Water Boys are paid for their services, and visitors are requested not to offer them gratuities. The expense attending these Concerts is defrayed, in every particular, by the voluntary contributions of citizens. If there should be any profit attending the sale of these Programmes, it will be applied to the same end. Subscriptions to sustain the Concerts are solicited, and may be addressed to the Superintendent of the Park.

These Concerts are very largely attended, and have made the Ramble one of the most fashionable resorts of the city.

## THE RAMBLE,

at the north side of which the Band is stationed, is best approached from the Third Avenue cars by 71st street

and the 72d street entrance, from which point there is a finished gravel and plank walk; or, from the Sixth Avenue cars, by a similar walk, which is quite direct through, or on the west side of the Mall,—past the partially-completed terrace at its northern end,—and past the eastern end of the lake.

*Carriages* can, without difficulty, go to the foot of the Ramble, near the eastern end of the pond, and *safely* to the northern part of the Ramble (near the music-stand). The latter point is approached by cart-roads from 79th street and Fifth Avenue, and from 72d street and Eighth Avenue, running west of the pond to 79th street, and thence up the hill to the south end of the Bell Tower Rock.

*Saddle Horses* can very easily follow the same roads.

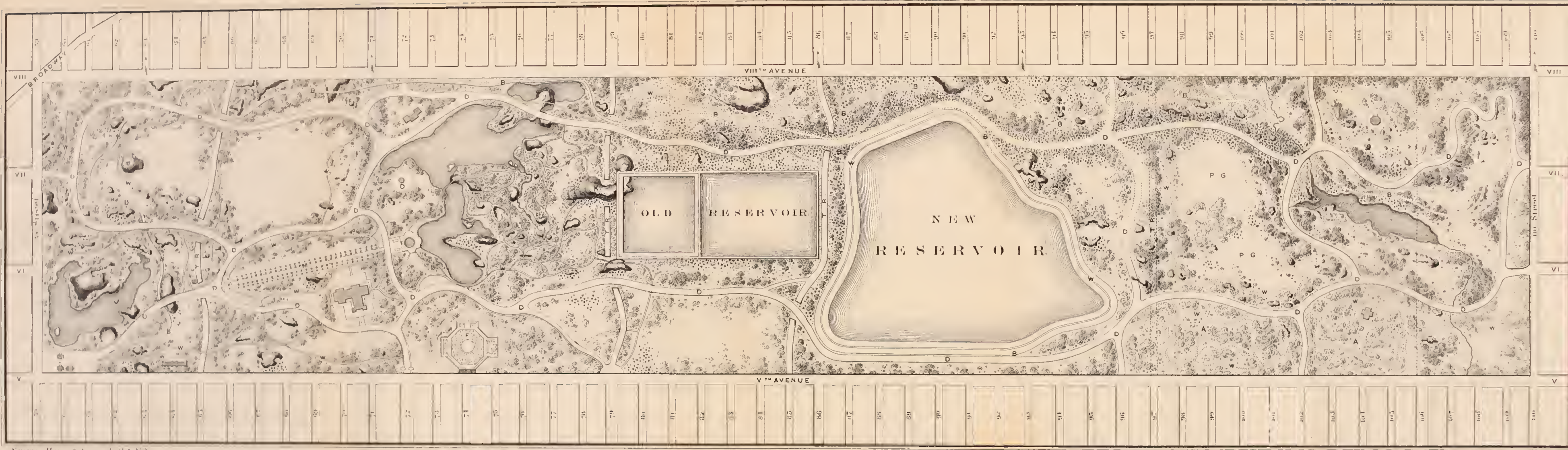
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#### PRESENT CONDITION AND PROSPECTS OF THE PARK.

With the exception of the filling at the Fifth and Eighth Avenues and 59th street, and the widening of 59th street, which are delayed by a failure of the contractors to complete their work within the contract-time; and of certain bridges which cannot probably be completed this Fall, owing to the difficulty of procuring a sufficient quantity of stone, it is expected that the drives and walks below 79th street on the east side, and below 72d street on the west side of the Park, will be completed in October. The gaps occasioned by the incomplete bridges, will be passed by temporary roads; and, in less than one month from this date, there will be a very good drive on the lower Park.



# MAP OF THE ROADS WALKS ORNAMENTAL WATER etc.etc OF THE CENTRAL PARK



B Bridle Road D Drive F Flower Garden M The Mall PG Play Grounds T Terrace T.R. Transverse Roads W Walks The dotted lines ( ) are those which are not definitely located on the ground

A Arboretum

The walks and other minor details are not yet fully determined on, and are only approximately represented in the plan

K Bell tower Rock

— shows Street open to Broadway (Bloomingdale Road)





## COLONIZATION.

BY REV. O. B. FROTHINGHAM.

I. THE Colonization Society propose transporting to Africa the whole free colored population of the United States, with or without their consent. Said Mr. Webster, "If Virginia or the south see fit to make any proposition to *relieve* themselves from the *burden* of their free colored population, they have my free consent that the government shall pay them out of these proceeds (two hundred million dollars) any sum of money adequate to that end." Said Mr. Stanton, of the "ebony line" of steamers, "Have we not *driven away* the red man? Who shall say nay when we say to the black man, *You are not wanted?*" Mr. Brodnax, of Virginia, avowed himself in favor of compulsory laws to force the blacks into exile, and would extort their "consent" by a species of oppression calculated to make their situation here insupportable. He even confesses that some are induced to emigrate "by the gentle admonition of a severe flagellation." It is a fact, that out of eight thousand five hundred persons sent by this society to Liberia, up to the year 1853, four thousand and ninety-three were emancipated *in view of emigrating*. Of course these had no choice about going.

II. The object of this wholesale banishment of the free blacks is the *security of the slave system*. Proofs of this abound. We have room for a few only.

1. The idea of removing the free blacks of the south, by colonizing them in remote Africa, originated in 1777. But the first vigorous impulse towards it was given, in 1800, by a threatened insurrection in Virginia; in consequence of which the governor was "requested to correspond with the President of the United States on the subject of purchasing lands without the limits of this State, whither persons *obnoxious to the laws, or dangerous to the peace*



*of society, may be removed.*" This was the beginning — a dread of the *disturbing* presence of the free blacks — a dread on the part of *slaveholders*, anxious to secure their property.

2. The society was founded and supported by slaveholders. It had its birth in Virginia. At its formation Mr. Clay presided and John Randolph spoke. Its first president was Judge Washington, of Virginia. Its seventeen vice presidents were all from the south. Its managers were owners of slaves. The substitution, in later years, of northern men with southern principles for southern men has not affected this peculiarity a whit. Its organs declare that "slaveholders have given the society their approval; that they will approve it, and can approve no other;" of course because it maintains slavery.

3. The society has never manifested hostility to the institution of slavery. This would seem to follow from the nature of the case. But here are evidences: John Randolph, at the meeting called, in 1816, "to consider the propriety and practicability of colonizing the free people of color in the United States, and of forming a society for that purpose," declared publicly that the meeting, in its effects, "must materially tend to *secure the property of every master in the United States over his slaves*. And again, in another speech: "The measure proposed will prove one of the *greatest securities* to enable the master to keep in possession *his own property*." To the same purport hear Henry Clay: "It is not proposed to consider any question of emancipation, or that is *connected* with the abolition of slavery. I am myself a *slaveholder*, and consider that species of property as *inviolable* as any other in the country." The society "has always protested," say some memorialists, (12th Ann. Rep.,) "that it has no wish to *interfere* with the delicate, but important, question of slavery." "Its object, if I understand it aright," said Mr. Archer, of Virginia, "involves no *intrusion* upon property, or *even upon prejudice*." "It is necessary," contends Hermannus Bleecker, "to disclaim all attempts for the immediate abolition of slavery, or *the instruction of the great body of the blacks*." Rev. J. M. Pease announces that "in *no sense whatever* does the *genius* of this institution interfere with the legal relation of master and servant. It acknowledges the constitutionality of that relation, and the *providential arrangement* by which it subsists." The editor of the New

York Colonization Society's Journal, (March, 1853,) informs his readers that the Colonization Society was formed to assist free colored people, *and only such*, and *from its beginning disclaimed*, as a society, all interference with the question of slavery. Henry A. Wise, of Virginia, in 1839, called on the Colonization society "to maintain that great *original principle on which it was founded—friendship to the slaveholders.*" More than this, the society is often recommended as the safeguard and defence of slavery. Thus in the African Repository, vol. i. p. 67, we read: "The object of the Colonization Society commends itself to every class. *The landed proprietor may enhance the value of his property by assisting the enterprise,*" and "*may contribute more effectually to the continuance and strength of this system*, by removing those now free, than by any or all other methods which can possibly be devised." Again: Mr. Archer speaks: "It is on the ground of *interest*, therefore, the most indisputable *pecuniary* interest, that I address myself to the people and legislatures of the slaveholding States." Hon. T. Butler King, writing to F. P. Stanton about his "ebony line," says, "The slaves *cannot* be removed; but the free colored people can be, and the *security* of both master and servant promoted." Thus do the slaveholding colonizationists describe their favorite institution: "Its objects are, in the *first place*, to *aid ourselves* by relieving us from a species of population pregnant with future danger and present inconvenience." In the African Repository, vol. xii. p. 375, it is maintained "that the rights of the master or owner of slave property are acknowledged by the divine law." And this is good colonization doctrine, often uttered by the most eminent champions of the society.

4. The Colonization Society does not encourage emancipation. "The managers could with no propriety depart from their original and avowed purpose, and *make emancipation their object*. And they would further say, that, *if they were not thus restrained* by the terms of their association, they would still consider any attempts to promote the increase of the free colored population by manumission unnecessary, premature, and dangerous." "The rights of the masters are to remain sacred in the eyes of the society." (African Repos. vol. xi. p. 58, and iv. 274.) "It would be as humane *to throw them from the decks in the middle passage* as to set them free in our country. We believe there is not the *slightest moral turpitude* in holding slaves

under existing circumstances at the south." (African Repos. vol. ix. p. 4.) And Mr. Hopkins, president of the Geneva (New York) Colonization Society, goes further: "As I understand the Epistle to Timothy," he says, "there is an express injunction *not to preach manumission.*" Distinguished patrons of this scheme have not been forward in emancipating their slaves. Judge Washington, the first president of the society, in 1821 undeceived his sanguine serfs by assuring them that none of them need expect freedom, and soon after sold fifty-four to the New Orleans market. Its second president, Mr. Carroll, held through life, and bequeathed at his death, one thousand slaves. Mr. Madison, another president, left a hundred slaves to his heirs, sending *none* to Liberia. Mr. Clay directed that his slaves should be kept in bonds twenty-five years after his death, and then should be removed to Liberia. Colonization operates, not to accelerate emancipation, but to retard it. That it must have this effect is plain, because the removal of the free blacks enhances the value of slave property, and manumission causes the market price of the non-manumitted to rise. It is doubtful if the rate of emancipation has ever to any considerable extent been influenced by this scheme. It has depended upon the cotton crop. Statistics show that when the cotton crop, between 1800 and 1820, increased nearly threefold, the number of emancipations decreased nearly two thirds. Emancipations multiplied between 1820 and 1830, the value of the cotton crop remaining nearly stationary. In 1830-1840 they dwindled away more than one half, owing to the more than double value of the cotton crop; and in 1840-1850 they diminished almost to nothing, from a similar cause. All this proves that colonization does not encourage emancipation. It is perfectly willing to leave slavery where and what it is, and only aims to remove the *already* free people, whose presence menaces its safety.

5. The Colonization Society *wages war* upon the free blacks. It calls them "notoriously ignorant, degraded, and miserable, mentally diseased, broken spirited; acted upon by no motives to honorable exertion; scarcely reached in their debasement by the heavenly light;" an incubus, a nuisance; "more addicted to crime, and vice, and dissolute manners than any other portion of the people of the United States." And not in pity is this said of them, but in hate, and with the design of awakening against them more hate. What

kind of love is it that thus vilifies its objects? What kind of love is it that strives to deepen degradation; that views with "highest gratification" the barbarous edicts of southern legislatures, by which free colored people entering the State (Maryland) must pay twenty dollars, on conviction, for the first offence, and five hundred dollars for the second offence, or be sold to satisfy the demand;\* are forbidden to attend religious meetings, save when conducted by whites;† and may not sell any of the most common articles of traffic among whites, nine in number, without proving by certificate that they came honestly by them? Do they who despise and persecute the blacks here really wish them well any where, even in Liberia? To think so is absurd. Men do not scorn and revile those they love. The free blacks are objects of antipathy; and in banishing them, the slaveholders wish only to protect *themselves*.

6. Finally, the enemies of slavery, with almost unanimous consent, are hostile to the Colonization Society. Repeatedly have the free people of color exposed and protested against it, as in direct opposition to their best hopes, prospects, and rights. As early as 1817, *ere an anti-slavery society was formed*, it was denounced in Virginia, and by public resolves, as *cruel*, and "in direct violation of those principles which have been the boast of the republic." And in 1853 the colored people of Syracuse held a meeting, and unanimously resolved, "That our *abhorrence* of the scheme of African colonization is *not in the slightest degree abated*; that we recognize in it the most intense *hatred* of the colored race, clad in the garb of *pretended* philanthropy." The same estimate of its character was formed and promulgated by such men as Wilberforce, Macaulay, Gurney, Lushington, Buxton, Cropper, and O'Connell. And Thomas Clarkson, in a letter to Mr. Garrison, giving his reasons for first accepting, and afterwards rejecting, the plan, says, "I will only say that I saw the scheme—shall I say the *diabolical* scheme?—with new eyes, and that the new light thrown upon it determined me to wash my hands clean forever of the undertaking." Who are the truest friends of the slave—such persons as these? or the Clays, Stantons, Wises, and Archers, who favor colonization?

\* One half the net proceeds of sale goes to the State Colonization Society!

† In Baltimore and Annapolis it is only necessary that the meeting should be held "with the written permission of a white licensed ordained preacher."

We think now we have fairly proved our propositions, that the Colonization Society aims to expatriate the free blacks of the United States, and that in doing this it has in view the security of slavery. Many more evidences might be produced ; but let candid men ponder these. Let them consider, moreover, how much respect is fairly due to a society whose agents say one thing at the north, and another at the south ; commend slavery in Georgia, and condemn it in Massachusetts ; profess themselves the friends of the negro on one side of the line, and the friends of the negro's oppressor on the other side ; and use unsuspecting anti-slavery feeling to advance the ends of crafty pro-slavery principles. Let them estimate the feasibility of a scheme so slow that in thirty-six years it transported to Liberia only about two thirds of the annual increase of the free black population, and not one sixth of the annual increase of those in bondage, and so costly that Mr. Webster's famous bid of two hundred million dollars would pay not quite one third of the expense of carrying it out. Let them ask what kind of civilization is likely to be diffused in Africa by slaves, and how it is possible that a free, enlightened Christian republic can be established by people who are "notoriously ignorant, degraded, and miserable ; more addicted to crime, and vice, and dissolute manners than any other portion of the United States." Let them weigh well these facts and reasonings ; and if they hear from colonizationists, as they will, sentiments verbally at variance with the propositions maintained above, let them regard such as illustrations of the duplicity, the sublime hypocrisy and treachery, which are not the least remarkable among the peculiarities of this remarkable society.

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### PROTEST. (1833.)

We the undersigned, observing with regret that the American Colonization Society appears to be gaining some adherents in this country, are desirous to express our opinions respecting it.

Our motive and excuse for thus coming forward are the claims which the society has put forth to anti-slavery support. These claims are, in our opinion, wholly groundless ; and we feel bound to affirm that our deliberate judgment and conviction are, that the professions made by the Colonization Society, of promoting the abolition of slavery, are altogether delusive.

As far as the mere colony of Liberia is concerned, it has, no doubt, the advantages of other trading establishments. In this sense it is beneficial



both to Africa and America, and we cordially wish it well. We cannot, however, refrain from expressing our strong opinion that it is a settlement of which the United States ought to bear the whole cost. We never required of that country to assist us in Sierra Leone. We are enormously burdened by our own connection with slavery; and we do maintain that we ought not to be called on to contribute to the expenses of a colony which, though no doubt comprising some advantages, was formed chiefly to indulge the prejudices of American slaveholders, and which is regarded with aversion by the colored population of the United States.

With regard to the extinction of the slave trade, we apprehend that Liberia, however good the intentions of its supporters, will do little or nothing towards it except on the extent of its own territory. The only effectual deathblow to the accursed traffic will be a destruction of slavery throughout the world. To the destruction of slavery throughout the world, we are compelled to say that we believe the Colonization Society *to be an obstruction*.

Our objections to it are, therefore, briefly these: While we believe its pretexts to be delusive, we are convinced that its *real* effects are of the most dangerous nature. It takes its root from a cruel prejudice and alienation in the whites of America against the colored people, slave or free. This being its source, the effects are what might be expected; that it fosters and increases the spirit of caste, already so unhappily predominant; that it widens the breach between the two races; exposes the colored people to great practical persecution, in order to *force* them to emigrate; and, finally, is calculated to swallow up and divert that feeling which America, as a Christian and a free country, cannot but entertain, that slavery is alike incompatible with the law of God and with the well being of man, whether the enslaved or the enslaver.

On these grounds, therefore, and while we acknowledge the colony of Liberia, or any other colony on the coast of Africa, to be *in itself* a good thing, we must be understood utterly to repudiate the principles of the American Colonization Society. That society is, in our estimation, not deserving the countenance of the British public.

WM. WILBERFORCE,  
WM. SMITH,  
ZACHARY MACAULAY,  
WM. EVANS, M. P.,  
SAMUEL GURNEY,  
GEORGE STEPHEN,

SUFFIELD,  
S. LUSHINGTON, M. P.,  
THOS. FOWELL BUXTON,  
JAMES CROPPER,  
WILLIAM ALLEN,  
DANIEL O'CONNELL, M. P.

## TESTIMONY OF THOMAS CLARKSON.

This lamented British philanthropist, in a letter addressed to WILLIAM LLOYD GARRISON in 1840, explaining in what manner he became deceived in regard to the real character and designs of the American Colonization Society, says, —

“You will see in this narrative my reasons for patronizing at first the American Colonization Society, and my reasons, also, for having afterwards deserted it. I left it, first, because it was *entirely impracticable*. This is a *sufficient reason* of itself; for no man in his senses would pursue a plan which he thought could never be accomplished. I left it, secondly, because I thought that *newly-emancipated* slaves were not qualified to become colonists in Africa to any good purpose. How could persons be sent with any propriety to *civilize others* who *wanted civilizing themselves*? Besides, the advocates for the Colonization Society in America had no right to send *the scum of their population* to Africa, to breed a moral pestilence there. \* \* \* If the society did not take these people, then the prospectus offered to the public had no meaning in it, and slavery could never, according to its promises, be *extinguished* in the United States.”

Referring to the speeches made by the friends of the Colonization Society in different states of the Union, he adds, —

“It appeared from these speeches that the most violent supporters of this society were *planters themselves*, and that the speakers did not hesitate to hold out the monstrous and hateful proposition, that the negroes were *not men and women*, but that they belonged to the *brute creation*. It was impossible to read these speeches, which were so many public documents, and not perceive that the persons then assembled were no friends, but bitter enemies, to the whole African race, and that *nothing in the way of good intentions* towards the negro could be expected from them. It is unnecessary for me to attempt to describe what my feelings were upon this occasion. I will only say that I saw the scheme — shall I say the diabolical scheme? — with new eyes, and that the new light thus thrown upon it, added to the two arguments before mentioned, determined me to wash my hands clean forever of the undertaking. \* \* \*

“I have now given you my reasons for having once patronized the Colonization Society and then deserted it, and hope you will consider them satisfactory. I am, dear sir, with great esteem,

Very truly and cordially yours,

THOMAS CLARKSON.”

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*Published for gratuitous distribution, at the Office of the AMERICAN ANTI-SLAVERY SOCIETY, No. 138 Nassau Street, New York. Also to be had at the Anti-Slavery Offices, No. 21 Cornhill, Boston, and No. 31 North Fifth Street, Philadelphia.*

## THE INTER-STATE SLAVE TRADE.

BY JOHN G. PALFREY.

It is only about seventy years since Clarkson, Wilberforce, and their philanthropic associates began to move the British legislature for the abolition of the African slave trade. Every obstacle which the basest cupidity could contrive was placed in their way. The West India interest worked upon the commercial interest, and both together upon the manufacturing interest, and all three upon the landed interest, and the united four upon the ministry and Parliament. Liverpool and Bristol, with millions invested in the nefarious business, raised as holy a howl as New York did four years ago when the Union was in danger. In his place in the House of Lords, a prince of the blood presumed to stigmatize Wilberforce and his friends as "either fanatics or hypocrites." He lived to set his name as king to the immortal act which abolished slavery from the British dominions. His throne might have been overset by this time if he had stuck to the doctrines of his misguided youth.

In monarchical England there was a power too strong for princes or ministers, planters or spinners, merchants or landed gentlemen, or all of them together. It was a plain common sense, informed by a moral and religious sense, in the minds and hearts of the British people. By dint of industrious writing and talking through some five and twenty years, that sentiment got its peremptory voice heard in Parliament; and then omnipotent Parliament made known to Liverpool and Bristol merchant that, if he did not want to go to Botany Bay for fourteen years, he must let alone dealing in dark-colored men — an alternative of which it changed the terms a little, a few years afterwards, by substituting hanging for transportation. And so a hitherto creditable business fell into great disesteem, in which condition it has remained in England to this day. Not a decent man is known to have been hung under that law. The decent men took note of it, and mended their manners in time.

Plenty of fortunes have been made in America in the same way ;

and seventy years ago the men who made them held up their heads as high as their neighbors on exchanges and in drawing rooms. The carriages which had been set up by owners and masters of slave ships might be seen quite lately. Horrible traditions, of no ancient date, are still current at Bristol and Newport. But the thing has had its day. Since 1820, if a man be caught at this business, he must end his days on the gallows in America as surely as in England. And so wholesome is the provision, that a person suspected of dealing in Guinea slaves is now *taboo* among people who are choice as to their company; and such is the further effect of this social frown, that whoever means to make money, and at the same time keep on fair terms with the circles, finds it indispensable to pursue the former object by some other use of his talents than that of trading in his Maker's image in ebony.

So far, so good. But what remains to be wondered at and grieved over is, that the law should make such a parade of its own inconsistency. According to the law, it is not the act that makes the crime, but the place where the act is committed. If an American deals in slaves on the Guinea Coast, and we can lay hands on him, we hang him, not only without scruple, but with uncommon satisfaction. But nobody has a right to touch a hair of his head for carrying on the same business in Virginia. The slaves may be his own children, and still the business is perfectly legal, and, according to the local opinion, not disreputable. Judge Washington, at his slave barrack overlooking the Potomac, may do just what Mongo John does at his barracoon on the Rio Pongo, and yet continue to be a much-considered judge of the Supreme Court of the United States, and to have as good estimation with his neighbors as Mongo John with his. If Judge Washington had conducted himself in this manner on the Rio Pongo, and Mongo John at Mount Vernon, the law would have noosed Judge Washington, while John's fellow-citizens might have seated him in Congress or on the bench of the Supreme Court.

Importation from abroad being a hanging business, the domestic trade thrives in the absence of competition. Guinea proper being driven out of the market, the northern slave States, and especially Virginia, become the American Slave Coast. Virginia breeds men for exportation as Vermont breeds horses. The thing is no secret, and the breeders, on their own ground, take no shame to themselves, though our late minister, Mr. Stevenson, was annoyed by the charge in England, and denied it. "The six thousand slaves which Virginia annually sends off to the south are a source of wealth to Vir-



ginia." So wrote, in 1832, Professor Dew, of the College of William and Mary, in that State. "Virginia," he continued, "is in fact a negro-raising State for other States." "Negroes," said the Virginia Enquirer eight years ago, "have become the only reliable staple of the tobacco-growing sections of Virginia — the only reliable means of liquidating debts, foreign and domestic."

The African slave trade was made a felony in England and the United States because humanity in those nations cried out against it as an intolerable abomination. How much less detestable an abomination is the Virginian slave trade?

In some respects it is less horrible; in others it is more so.

The sufferings of slaves in the "middle passage," or sea voyage, are probably not quite paralleled in their transfer from one slave State to another. The poor creatures, in the latter case, are not so crowded together, nor put to such distress for want of food, water, and air as when stowed in bulk between the decks of a Captain Canot's little slave schooner; though any one who has seen a coffle of them on their journey, the men in pairs, handcuffed and chained to the opposite sides of an iron bar, and the women and children, tied to each other, driven behind them by armed brutes on horseback, will be apt to think that it is only by comparison with something still more wretched if their misery is not to be called extreme. Here is a picture drawn by a gentleman, since Secretary of the Navy, who, when he came to covet office, was fain to eat his words.

"The sun was shining out very hot, and in turning an angle of the road, we encountered the following group: first a little cart drawn by one horse, in which five or six naked black children were tumbled like pigs together. The cart had no covering, and they seemed to have been actually broiled to sleep. Behind the cart marched three black women, with head, neck, and breasts uncovered, and without shoes or stockings. Next came three men bare-headed, half naked, and chained together with an ox chain. Last of all came a white man on horseback, carrying pistols in his belt, and who, as we passed him, had the impudence to look us in the face without blushing. I should like to see him hunted by bloodhounds."

The original of this sketch, on a much larger scale, is a familiar sight, in the proper season, in the transit states.

Nor as to mere loss of life is the excess of the African slave trade, as compared with the American, so large as is commonly supposed. The rice, cotton, and sugar regions are notoriously un-



healthy. Persons not natives do not pass their summers in those regions if they can help it, lest their first summer should be their last. To an immigrant, spending his first summer under the scorching sun in a rice ditch or a cane field, a black skin is insufficient protection. Accordingly, *acclimation* is one of the most familiar elements of a bargain in the article. The advertisements of prime negroes in the more southerly slave States constantly describe them as *acclimated*. Why? Of course with a view to a better price. And why a better price? Of course because slaves not acclimated are more likely to die on the buyer's hands. In what proportion more likely to die? A writer in the New Orleans Argus, on the cultivation of sugar, says, "The loss by death in bringing slaves from a northern climate, which our planters are under the necessity of doing, is not less than twenty-five per cent." It is likely he is not far from right. He wrote on the spot; there was no occasion for overstatement; and such results of experience, affecting the prices current of a great article of merchandise, are just as accurately noted and determined as the facts that fix our rates of marine and life insurance are noted and ciphered out by us. But if twenty-five *per cent.* is the actual ratio of loss of life in the internal slave trade, it is very little, if at all, less than that of the African slave trade used to be, the horrors of "the middle passage" included. Sir Thomas Fowell Buxton computed that proportion to be nearly one third. Newton placed it at one quarter.

But supposing a less amount of mortality and of physical suffering, in the process of sending to market the home-made commodity of white Colonel Horseracer, of Albemarle, than takes place among the prisoners shipped by black Prince Bumbo in the Bight of Benin, other circumstances tend to throw the balance of agony on the other side. Compared with the Guinea negro, his brother in Virginia is a civilized and cultivated person. He has much more of local attachment, of love for wife, children, and friends, to make him wretched when he is torn away from them, or they from him, never to see or hear from one another more. Comparatively he has sensibility, reflection, and forethought; he can look backward and forward, and each view brings aggravations to his woe. Between the two sufferers there is all the difference as to mental distress that there is difference in the respective capacities of suffering between a human being scarcely raised above brute life and another of some culture of the mind and affections. Accordingly a person who will be at the pains may collect any number of perfectly well-authenti-

cated instances of suicides committed under these circumstances, with occasional killing of children by their parents to save them from the dreaded doom. The same Secretary of the Navy before quoted from had some account from one of the dealers of a bad speculation of this kind in a young mulatto girl.

"I swore most bitterly I was only to take her to her mother's at —, and she went with me, though she seemed to doubt me. But when she discovered that we were out of the State, I thought she would go mad; and in fact the next night she drowned herself in the river close by. I lost a good five hundred dollars."\*

The weak attempt to qualify the indignation of humanity and Christianity at such proceedings by a denial that separations of families are an incident of slave sales is too preposterous upon its face to require any refutation. How likely is it that of people who can make up their minds to buy and sell wives and husbands, parents and children, brothers, sisters, and so on, any considerable number will be so scrupulous as to lose a good bargain rather than hurt the feelings of the article bought and the article rejected? But if any one is doubtful on this point, let him step into the nearest reading room and look at the first column that comes in his way of the advertisements daily issued in the southern newspapers. Or, if more convenient, he may find ample specimens of them in various books which are easily accessible; for instance, in that unanswered and unanswerable treatise, Mrs. Beecher Stowe's "Key to Uncle Tom's Cabin." Messrs. Mayhew, Bliss, & Co., of New Orleans, advertise negroes "to be sold separately or together as desired." Mr. Benjamin Davis, of Hamburg, South Carolina, will sell "small

\* Extracts from a letter to the writer from a gentleman in Washington:—

"Williams & Co., of this city, sold a woman and two children to a slave-dealing house in Alexandria. While they were imprisoned, she murdered the children, and the purchaser sued the vender for selling him a vicious slave."

"Williams & Co., (I think—perhaps their predecessors) of this city, bought a mother and two children near Rockville, Maryland, brought them here, and put them in their own prison on Seventh Street and Maryland Avenue. The mother murdered her two children, and then took her own life. My authority was a dark intimation in the National Intelligencer that a horrid deed had occurred in the city; and this was explained to me by the people here as referring to this murder and suicide. No one here ever doubted the facts, so far as I have information, though I had no other proof than that stated."

"Another was that of a young woman who threw herself from the long bridge. The story has been poetically told by Grace Greenwood. Another was the case of a young man employed in a *restaurant* in one of the lower rooms of the Capitol. He learned that his master had sold him; he fled, was overtaken, and while his captors were preparing the irons, he took a knife from his pocket and cut his throat. This occurred some two years since."

girls, suitable for nurses, and several small boys, without their mothers." Mr. Benjamin Little, of Memphis, Tennessee, has for sale "likely young negroes." Mr. T. B. McClellan, "having located in Lynchburg, (Virginia,) is giving the highest cash prices for negroes between the ages of ten and thirty years." Mr. Seth Woodroof "continues in market for negroes of both sexes, between the ages of ten and thirty years." Mr. A. A. McLean, General Agent, Cherry Street, Nashville, "wants to purchase immediately twenty-five likely negroes, male and female, between the ages of fifteen and twenty years." Mr. S. N. Brown, of Montgomery, Alabama, "has now on hand, of his own selection and purchasing, a lot of likely young negroes, consisting of men, boys, and women, field hands, and superior house servants," &c. Messrs. Sanders & Foster, of the same place, "intend to keep constantly on hand a large assortment of negroes, comprising every description." And so on, to any extent to which the inquirer may incline to go. How are these "selections" and "assortments" made? Nature does not make them. She puts young and old, coachmen and housemaids, children and their mothers, together in one group, and binds them so with strong ties, and when they are *assorted* into different lots, it is not without much laceration of heartstrings, nor without great violence to nature, and impious defiance of nature's God. The friends so separated — separated by force, or what may be even more cruel, treacherously, and without the chance of a word of farewell — are parted never to see each other more on earth — the one never to hear of the others more unless by some rare accident, never to know where they live or when they die. The Presbyterian synod of the slave State of Kentucky, in an address to the churches under its care, before synods and other such bodies got silenced, thus condensed its observations on this subject: —

"Brothers and sisters, parents and children, husbands and wives, are torn asunder, and permitted to see each other no more. These acts are daily occurring in the midst of us. The shrieks and the agony often witnessed on such occasions proclaim, with a trumpet tongue, the iniquity of our system. There is not a neighborhood where these heart-rending scenes are not displayed; there is not a village or road that does not behold the sad procession of manacled outcasts, whose mournful countenances tell that they are exiled by force from all that their hearts hold dear."

It would be very interesting to know by what figure we are to multiply the bitter distress of each single doom of this kind, in

order to get at the sum total of woe ; in other words, to know what number of persons are subjects of the inter-state slave trade. It has been estimated as high as an average of forty thousand annually ; and there appears no room to doubt that in some years, as in 1835 and 1836, this estimate was below the reality. An easy computation from the census tables (which, unfortunately, in such matters can by no means be relied upon as telling the whole truth) indicates the number to be, on an average, something over twenty thousand a year. The decennial ratio of increase in slaves in the United States for fifty years preceding 1840 (and of course preceding the admission of Texas) was as follows, viz. : between 1790 and 1800, 27.9 ; between 1800 and 1810, 33.4 ; between 1810 and 1820, 29.1 ; between 1820 and 1830, 30.61 ; between 1830 and 1840, 23.8. (See "Report of the Superintendent of the Census for December 1, 1852," p. 153.) The average of these decennial ratios is 28.96. Apply it to the *slave-exporting* States ; viz., Delaware, Maryland, Virginia, the two Carolinas, Kentucky, and Tennessee, with the District of Columbia, (for we will leave out of the account the large number of transfers which undoubtedly takes place between states classed respectively as *exporting* and *importing*, as from Virginia to South Carolina, and from Missouri to Mississippi.) In 1840 the States and Territory just named held 1,484,195 slaves. Increasing in the ratio of 28.96 *per cent.* in ten years, they should have had, in 1850, 1,914,017. In fact, according to the census, they had only 1,703,936, leaving a difference of 210,081, or something more than 21,000 a year, to be accounted for by emigration. On the other hand, the number of slaves in the *slave-importing* States — viz., Georgia, Florida, Alabama, Louisiana, Mississippi, Arkansas, and Missouri — in 1840 was 1,002,031. Increasing in the ratio of 28.96 *per cent.* in ten years, their number in 1850 should have been 1,292,219 ; the census of that year, however, ascertained it to be 1,429,544. In other words, they had received 137,325, or 13,732 each year, by importation. But the exporting States had sent out 21,008 each year. What became of the residue of 72,756 — the annual residue of 7,275 — more than one third of the number sold out of the northern slave States ? Some of them went to Texas ; by no means the larger part, however ; for Texas, with all its various sources of supply, importations before the annexation, importations from the neighboring and from more northerly States, and from natural increase, had only 53,346 slaves in 1850. To say that Texas received one third of the residue in question would be to allow an excessive propor-



tion. Account in this way for an annual average of 2,276 in the ten years from 1840 to 1850, (during only one third of which time Texas was in our possession,) it follows that an annual average of 5,000, or close upon one quarter of the whole number annually exported from the slave-raising States, are lost sight of after the time of exportation. In other words, they perish in the miseries of the land "middle passage," and the "acclimation."

Such, very imperfectly sketched, and with a total omission of some material views, are the nature and extent of the inter-state slave trade. Whatever may be other political relations of slavery, the remedy for the unutterable wickedness of this traffic is in the hands of that Congress of the United States to which the free States send a majority of members. "Congress," says the Federal Constitution, (Art. 1, sec. 8,) "shall have power to regulate commerce with foreign nations, and *among the several States.*" Under the authority given in the former clause, Congress made the African slave trade a felony; the latter clause gives Congress the same power to deal in the same way with the American slave trade. It has actually legislated under the authority of this latter clause. The act of March 2, 1807, prohibits the transportation of slaves from one State to another in vessels of less than forty tons burden. An extension of the provisions of this act to vessels of any tonnage whatever would put a stop to this business as part of the coasting trade. The constitution further provides (Art. 1, sec. 9) that "the *migration or importation* of such persons as any of the States now existing shall think proper to admit, shall not be prohibited by the Congress prior to the year one thousand eight hundred and eight." To provide that *importation* should not be prohibited before 1808 was to provide by implication that it might be prohibited after that year; and accordingly the federal legislature has in fact prohibited it since 1808 by law. The constitutional provision respecting *migration* is precisely the same. Ever since 1808 the legislature has had the constitutional power to prohibit the *migration* of slaves—a power which would long ago have been put into beneficent exercise if the spirit of the fathers had not long ago died out.

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